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LUNENBURGERS FAVOR FREE FISH.

Would Give Americans All Rights Except in Lobster Fishery.

The following is the last of a series of articles which T. M. Fraser, one of the editorial staff of the Halifax Chronicle has been writing after a personal tour of inspection for that paper, on how the people and business interests of the South shore of Nova Scotia feel regarding the question of reciprocity.

"Reciprocal arrangements admitting fish free into the American market in return for the privileges now enjoyed by United States fishermen under the *modus vivendi* would be welcome by Shelburne, the greatest lobster grounds in the world.

"The fishing in Shelburne port is very small now. In fact, there is practically no fishing there. It never was very great, being too far from the seaboard. The shore fishing at Port La Tour, Cape Negro, Cape Islands, and all of Barrington municipality, principally lobsters, is important. The western part of the County, in the vicinity of Cape Sable, both east and west, is the greatest lobstering ground in the world. All this trade goes via Yarmouth, either by the H. & S. W. or by the mail steamers plying from Clark's Harbor, Port La Tour, Woods Harbor and Barrington Passage to Yarmouth, where it is transhipped for the United States. The true value of the export of lobsters can never be learned from the Department reports as, owing to red tape or some other unknown reason, the price is always reckoned at \$10 a crate of 140 lbs. for live lobsters. The true value would be nearer \$20.

"In a general way and from a recollection of the old treaty which was favorable," said Robert Irwin, M. P. P., "reciprocity is looked on with favor here. Our people, being seafaring people, are naturally free traders. They would be willing to do away with the tonnage tax under the *modus vivendi* in exchange for free fish."

"I have never considered reciprocity seriously," said Mr. Irwin, "because I do not think the Americans would approach the question of the principle of 'give and take.' That has been our experience in the past. While free access to their markets would be highly beneficial to our fishermen in particular, it is hardly likely that the fishing interests in Gloucester would stand for the admission of free fish."

"If the Americans were allowed to buy their vessels here it would be a great advantage to the county. It would give a great boom to the shipbuilding industry. Shelburne town is foremost in the manufacture of vessels suitable for the American fishing trade, so the benefit that would accrue would be great. If the Americans would remove that regulation, (designed to foster their shipbuilding industry) which forbids the purchase of vessels here it would be a great advantage to us. In return we could allow them to come within the Three Mile Limit for the purpose for which they are allowed to come at present, and also to have the same fishing privileges as our own men with the exception of lobsters."

"By the way," added Mr. Irwin, "this would be a good time for Canada and the States to take action regarding the operation of beam trawlers in North American waters. They should be absolutely prohibited."

"I might add that this question of reciprocity is not so important as it was years ago. Our fish are beginning to find their way to our own markets; and with good storage and good transportation facilities Nova Scotia will soon be able to supply the greater part of the fish needed in western Canada, now largely supplied from New England markets, many of them caught by our own fishermen in American bottoms."

Opinion of Former Member of Parliament.

"George A. Cox, Ex-M. P. for Shelburne, said to me, 'The privileges the Americans now enjoy under the *modus vivendi* should be enough to give us free fish in return, or at the furthest, if they get what our own people get they should be satisfied."

"I hope this matter will be gone at with caution. I would not be in favor of reciprocity on any terms, as some people seem to be. We are not dependent on them as to a large extent we once were. As to our fish, our salt fish that go there are for export from the States. That is not much good to us as we should do that trade ourselves; and as to the fresh fish, much of that is supposed to come back to Canada to a market which we should also be supplying ourselves. The Americans have destroyed our fishing industry along the shore by taking our men, and

have cut down the tonnage of their vessels to escape paying the license fee under the *modus vivendi*. I think it would be an unheard of thing to abolish the Three Mile Limit. We would be giving away our birthright. I do not consider the benefit to our fresh fish market would be so great hereafter as it is now. I think in a short time we can capture the fresh fish market from them. At Jordan in recent years the herring have struck in in December and we have found a better market in Montreal and Toronto than in the States. Boston is a quick and convenient market and attracts our fish. With a little better railway facilities to the Upper Provinces all our fish would go there."

Sentiment of the Fishermen West of Lunenburg.

"Moses H. Nickerson, M.P.P., who takes considerable interest in the fishing question as one of the representatives of a maritime constituency, says the sentiment of the fishermen west of Lunenburg, as he understands it, would gladly welcome any reciprocal arrangements admitting free fish of all kinds to the United States in return for the privileges enjoyed by American vessels under the *modus vivendi* even with a reduction or abolition of the license fee. This would not allow them to fish inside the Three Mile limit."

"I think the fishermen would be willing to have the duty taken off gasoline engines as a return for free fish. These are the only concessions they would be willing to make. There would be no objection from any source on this coast to the free sale of bait and supplies and shipment of crews and transshipment of fish by American vessels."

"The abrogation of the treaty of Washington in 1887 led to an exodus because of the strict enforcement of the treaty of 1818 by Canadian cruisers which made seizures of American vessels manned by Nova Scotian crews and harried others still continuing to buy bait on the grounds from the netmen to such an extent that most of the active western shippers and crews withdrew to Gloucester. This was when the Yarmouth fleet began to decline. A scale of duties was enforced on the other side of the line against them. Gloucester interests began to be paramount and Canadians who had gone to Gloucester were active in favor of American tariff on Canadian fish in revenge for the treatment received at home. Forming a large part of the intelligent fishermen of Gloucester politicians began to court their favor. They really defeated Whitney. All the legislation antagonistic to Canadian fishermen enacted since that time has been chiefly owing to the feeling in Gloucester and parts of Maine, the vessels of which are largely manned by our men."

"Later on the Argyle and Pubnico skippers began to come home, as it was cheaper to live here in winter; but they had to become American citizens. The wealthier ones still continue to come home. They still object to Free Trade. Within two years an attempt has been made to make the Nova Scotia Gloucester skippers reside permanently in the States. A United States law to this effect has been passed but never enforced."

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TO REGULATE FISHERIES.

Prof. Jordan Confers With Canadians for Early Ratification.

Prof. David Starr Jordan, American representative on the international fisheries commission, conferred with L. P. Brodeur, Canadian minister of fisheries, and Prof. E. E. Prince, Canadian commissioner, relative to the proposed regulations to govern fisheries in inland international waters.

The regulations were agreed upon by the commission more than a year ago, but the United States has failed to ratify the agreement.

It is understood the Washington authorities are anxious to meet the wishes of the Canadian government that the regulations come into force next year. It is believed an arrangement can be made that will insure their ratification early in the spring.

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DON'T LIKE TO APPEAR TOO ANXIOUS

But Many of the Canadian Fishermen Would Like Reciprocity.

Continuing his series of articles in the Halifax Chronicle, T. M. Fraser, one of its editors, who has been personally along the South Shore, of Nova Scotia, to ascertain the real feeling regarding reciprocity, in speaking of the feeling at Lockeport says that the general trend of opinion in Lockeport is strongly in favor of some arrangement whereby we could secure the American market.

"The Americans will eventually take the duty off fish," said one prominent fish dealer, "as they are anxious to get our fish, to supply the Canadian trade in the Upper Provinces. Reciprocity would make our industry here grow. The removal of the duty would bring back the crews to Lunenburg because they can make more money out of that port than out of Gloucester."

One old-time merchant who did not wish to be quoted would favor reciprocity if the Americans gave us good terms. He would not let them fish inside the limit particularly as it has been construed under The Hague decision. The catch here has been dwindling because we have not the men to catch the fish. If we had the

American market the industry would be revived.

H. R. L. Bill, was formerly an extensive fish dealer, he is now manager of the new bait freezer and fish plant built by Montreal and Boston capital known as the Lockeport Cold Storage Company.

Mr. Bill favors reciprocity. He says: "The fish from Boston and Gloucester will go into Montreal and the west, but even so we can sell to Boston. They can never catch or sell fish as cheaply as we can, reciprocity would build up this shore. As soon as the market is open the Americans would have to come here to buy fish."

Capt. Ithamar Stephens has been banking out of Lockeport for 26 years. He declares the voice of the fishermen is to let the American fishermen come in

As Freely As They Desire For Everything Except Lobsters.

The fish caught inside the limit do not amount to much so far as Lockeport is concerned at least. He did not believe free trade would have the effect of driving our men to Gloucester. On the contrary, it would bring those now there home again. There is not so much deferred payment of fishermen as there used to be. The bankers could not get crews if they did not settle with them with reasonable promptness.

William McMillan, a well known merchant, fish dealer and ship owner, has very strong conviction on this subject. The only privilege he would give the Americans in exchange for free fish would be to continue what they now enjoy, under the *modus vivendi*, but he would abolish the fee. He would not be willing to sacrifice our inshore fisheries for the privilege.

"We must not let the United States imagine that we are very eager for free fish," said he. "It does not mean as much to us as it did a few years ago, and they are very anxious for it. We should not add to their privileges under the *modus vivendi*. We should defend the three-mile-limit to the utmost. In any arrangements that may be made, care should be taken to see that no class of fish is excluded e. g. pickled fish. Canada has the upper hand in these negotiations. By abrogating the *modus vivendi* we could cripple the United States fishing industry at a stroke, and at the same time lay the foundation for a great industry of our own."

"I am opposed to the three-mile-limit being removed. Take off the fee under the *modus vivendi*; our fishermen pay it in reality. The extraordinary privileges of the *modus vivendi* with the abolition of the license fee are more than enough for free fish. With the duty removed from pickled fish some shipments could be made to the states."

The Decline of Bank Fishing From the Ports of the South Shore

began with the inauguration of the *modus vivendi*—that inexplicable arrangement whereby American fishing vessels are allowed on payment of a small license fee to enjoy all the privileges appertaining to their ports of call in Nova Scotia. No return is given for these privileges and they are given them in spite of the fact that the Americans have adopted a consistently hostile attitude to the fishing interests of Nova Scotia. It collects a sharp duty on our fish. In the old days when our ships carried to the West Indies and frequently obtained return cargoes of sugar to New York and other American ports, they passed a law shutting us out of this trade. While we have been treating their fishing interests with a consideration destructive to our own industry, they have been doing their best to wipe it out of existence.

Following the inauguration of the *modus vivendi* came the exodus of our fishermen to the states. One thing that attracted them there was the method of outfitting vessels in force along the South Shore involving annual settlement of accounts and the universal use of the barter system. In Gloucester settlements were and are made at the end of each voyage. This barter system has largely passed away here. The exodus first affected those ports nearest the states. The fleet of bankers at Yarmouth first disappeared then those at Tusket Wedge, Pubnico, Shelburne and Lockeport, in the order named. In the past year or two even Lunenburg, which under a system of fishing of its own long resisted the germ of disintegration, has been attacked by the Gloucester menace.

Another thing that has hurt the industry in Nova Scotia has been the competition of French bounty-fed fish. On each quintal of fish exported from France or a French colony e. g., St. Pierre, a bounty of \$1.92 is paid by the French government. Formerly large quantities of our fish were shipped to the French West Indies and sold at a profit. The French government raised the tariff against them to a prohibitive figure. Considerable quantities of the French bounty-fed fish are brought to Nova Scotia and they invariably have the effect of depressing the market. They are also held in bond in our ports and shipped to the British West Indies some of which have very low tariffs.

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CANADIAN COD CANNING.

Made Into a Much Superior Article Than the Dry Fish.

In a recent report U. S. Consul Frank Deedmeyer at Charlottetown, P. E. I., says regarding canning of cod-fish there:

The cod taken from the Gulf of St. Lawrence and at once prepared for table is a delicacy far superior in appetizing appearance and flavor to the dry cod of commerce. A method has been found to can this fish as it is taken from the water. The canned product in appearance of whiteness and delicacy of flavor comes very near the fresh cod. Experiments in the canning of cod have been carried on for some time in Prince Edward Island by an American firm of lobster packers, which operates a number of canneries in this province. The results are most encouraging and a market has been found for the output. The fish is first pickled, then steamed and put into cans of commercially convenient sizes.

"The method requires that the fish used be fresh from the water, at once thoroughly cleansed, and that the cans be absolutely pure and free from all deleterious matter. Unless the highest degree of cleanliness is observed the product will not keep. Properly done up, the canned cod is a guaranty of absolute purity. The canned fish may soon drive the dried from the market."

"If the canning process proves as successful as it promises to be, it will open up a widening market for the cod and other food fish of the North Atlantic waters. An increased

demand for canned fish will result in the expansion of the fisheries and in higher prices. The cod is the leading food fish caught in the North Atlantic waters. An increased demand for canned fish will result in the expansion of the fisheries and in higher prices.

The value of this branch of the fisheries of the Dominion of Canada is now nearly \$4,000,000 annually. Since 1869 the cod has yielded Canada an income of \$150,000,000, leading salmon, lobsters and all other species. In the last fiscal year the dry salted cod of Canada went principally to Porto Rico, Cuba, Brazil, the British West Indies and Italy. The United States took about one-ninth of the output. Only a small percentage of this catch is sent fresh to the American markets."

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NOVA SCOTIA LOBSTER LAW.

Changes Made This Season May Delay Shipments to Boston.

Dispatches received from Canada by some of the fish dealers are causing considerable comment around T wharf, as their contents indicate that because of the changes in the Canadian laws the shipments of lobsters from the provinces to the Boston market will be delayed and that the lobster market will suffer in consequence.

In Nova Scotia, where most of the lobsters sent to the Boston market are caught, the season opens on different dates in different counties, and the first lobster shipment is on December 15 for this market. The new law, however, it is thought, will so mix things up that it is almost impossible to state just when the first lobster shipment will take place this year.

The new law requires that practically every lobsterman either get new traps or reconstruct the old ones and states that no traps shall be used upon which the slats are less than one and one-half inches apart.

Other clauses of the new law forbid having berried or soft-shell lobsters in one's possession, and fishing in water less than two fathoms deep or within 100 yards of a stationary salmon net.

The canning of lobsters on vessels is also prohibited, as is fishing for lobsters before 6 a. m. or trawling for lobsters before 6 a. m. or trawling for lobster-venture, in the province of Quebec. It further sets the opening of the season in Yarmouth, Shelburne, Queens and Lunenburg counties on Dec. 14, to run to May 31, in Digby county from January 5 to June 16, and in Annapolis county from January 14 to June 30.

It is expected here that the expense involved in preparing new traps and the many prohibitory clauses of the law will entirely discourage many of the regular lobster fishermen in the provinces.

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Portland Fish Notes.

Two good sized trips of fish were brought in here Friday. The Albert W. Black had 18,000 pounds for the F. S. Willard Company, and the Mary A. Sennett had 10,000 pounds for the Commercial wharf dealers. The skippers of both craft reported they had been fishing in the vicinity of Monhegan and that they had encountered the coldest kind of weather.

More ice is making every day in the docks about Portland. At the heads of some of them the ice has remained for several days and is now extending half way to the ends of the docks.

Three dory loads of herring taken from the Haley and Dyer traps at Clapboard island were landed at the Portland Cold Storage plant Friday and will be used for bait.

Covered with a thick coating of ice the Portland fishing schooner Top-sail Girl arrived at her home port from Boston Saturday morning, and the skipper of the vessel, Capt. Andrew Doggett was nursing wounds received Friday afternoon when he was thrown from the wheel box by being struck by the mainboom.

Just as the vessel was leaving Boston Friday morning, Capt. Doggett was seated on the wheel box and members of his crew were putting up the mainsail. Suddenly the boom swept across the deck, and Capt. Doggett was knocked to the deck of the vessel. His back struck a large bit and while Capt. Doggett is not seriously injured was unable to do any work about the vessel.

EASTERLY BAD FOR MARKET BOATS

BUT HERRING VESSELS WILL BE HELPED ALONG ON THEIR PASSAGE HOME.

There are no arrivals from off-shore this morning, indeed there has been none since last Thursday.

The weather since Friday has been bad for the market boats, though some of them succeeded in fishing on Saturday, while others got no chance to put over their dories.

Yesterday the fleet was also up against it and a large fleet was in here.

Last night a lot of them went out, hoping to get a chance to set today, but soon after daylight they were all stringing back again, their captains reporting that it was blowing a regular gale from the northeast outside, making fishing out of the question.

The easterly prevails pretty well down the coast and some of the Newfoundland herring fleet, bound home loaded, must be getting the whole benefit of it by this time and are tearing along toward this port in grand style.

A few of the market boats in this morning have a few thousand pounds of fish on board and may land at the Fort before the forenoon is over. Three of the pollockers also have small catches and will take out. Bait is scarce, only 40 barrels coming here since last report.

Today's Arrivals and Receipts.

The arrivals and receipts in detail are:

Sch. Valentinna, shore, 9000 lbs. pollock.

Sch. Lafayette, shore, 5000 lbs. pollock.

Sch. Emerald, shore, 5000 lbs. pollock.

Sch. Clara G. Silva, shore, 4000 lbs. fresh fish.

Torchers, 40 bbls. fresh herring.

Sch. Winnifred, shore, 5000 lbs. pollock.

Sch. Galatea, shore, 5000 lbs. fresh fish.

Sch. Mary Decosta, shore, 1500 lbs. fresh fish.

Sch. Rita A. Viator, shore, 2500 lbs. fresh fish.

Sch. Rebecca, shore, 5000 lbs. fresh fish.

Sch. Hortense, shore.

Sch. Hope, shore.

Sch. Mary B. Greer, shore.

Sch. Fitz A. Oakes, shore.

Sch. Emily Cooney, shore.

Sch. Emily Sears, shore.

Sch. Thalia, shore.

Sch. Belbina P. Domingoes, shore.

Sch. Esther Gray, shore.

Sch. Jubilee, shore.

Sch. Eglantine, shore.

Sch. Ida S. Brooks, shore.

Sch. Annie and Jennie, shore.

Sch. William H. Rider, shore.

Sch. Mary E. Cooney, shore.

Vessels Sailed.

Sch. Buena, haddock.

Sch. Appomattox, pollocking.

Sch. William H. Rider, pollocking.

Sch. Jubilee, pollocking.

Today's Fish Market.

Bay of Islands salt herring, \$4.50 per bbl., Bonne Bay salt herring \$3.75 per bbl., pickled herring \$5 per bbl.

Eastern deck headline salt cod, \$5.55 per cwt.; for large \$5 for mediums and \$5 for snappers.

Bank halibut 12 cts. per lb. for white, 11 cts. for gray, with the heads on.

Salt cusk, large, \$2.50 per cwt.; medium, \$2.

Salt haddock, \$2 per cwt.

Salt hake, \$2 per cwt.

Salt pollock, \$2 per cwt.

Splitting prices for fresh fish:

Codfish, large, \$2.50 per cwt.; medium, \$1.80; snappers, 80c.

Cusk, large, \$1.75 per cwt.; medium \$1.30; snappers, 50c.

Haddock, \$1.10 per cwt.; hake, \$1.30 per cwt.; dressed pollock, \$1.20 per cwt.; round pollock, \$1.15 per cwt.

Georges headline salt cod, \$5.25 for large and \$4.75 for medium.

Herring Plentiful at Bonne Bay, N. F.

At St. John's, N. F., exchange says: "Assistant Collector LeMessurier had a wire from Bonne Bay stating that every receptacle there afloat is filled with herring. The Sub-Collector there reported to the Fisheries Department that herring are more plentiful at Bonne Bay than ever, but that there is very little sale for them, there being no vessels there to purchase the fish. This is a great loss to the people of the place."

GOOD SUPPLY OF FISH AT BOSTON.

VESSELS GET GOOD PRICES AND SOME CRAFTS WILL MAKE FINE STOCKS.

Six of the off-shore fleet at T wharf this morning secures the Boston dealers a fine supply of fish to start in the week on and besides them 15 of the market fleet and four pollockers are also there, the most of them with good catches, to help swell the total, which will go a little over the half million pound mark, an amount which will not bother the dealers at all to dispose of, especially on a Monday morning, with a heavy northeast wind and snow going and poor chances of a fish day along shore tomorrow.

As is to be expected prices are good and as far as the proceeds are concerned about every skipper there will be pleased that he struck in just when he did. The off-shore vessels, without exception have fine fares, ranging from 52,000 to 80,000 pounds each, sch. Lucania having the latter amount. Sch. Morning Star has 75,000 pounds, sch. Cynthia has 62,000 pounds and sch. Arabia 54,000 pounds, sch. George Parker hails for 52,000 pounds. This craft put in at Portland Saturday with her fare, but Capt. McKay decided not to sell and put to sea again and came to Boston.

All the off-shore vessels are from the eastern fishing grounds on Western Bank or the Cape Shore spots off Liscomb and Green Island. Besides the off-shore sailing craft the steam trawler Spray is also in with 40,000 pounds of haddock. It is reported that she too, fished to the eastward this time.

The market boat catches range from 6000 to 23,000 pounds, sch. Metamora, which has had several fine fares recently, leading the bunch. Sch. Gladys and Nellie, which always seems to strike both fish and big markets, has 20,000 pounds, sch. Olive F. Hutchins, 14,000 pounds, sch. Elizabeth W. Nunan 19,000 pounds and sch. Maud F. Silva 13,000 pounds.

All the fleet in are well iced up and some of the off-shore crafts in particular are completely encased in icy coatings which run from the waterline to well up on sails and rigging.

Prices are good enough for anybody. Off-shore haddock brought \$3.65 and shore stock \$4.50. Off-shore large cod sold for \$4.50 and shores for \$6. Hake were still way up, small going for \$3 and large fetching \$5, while pollock were forked out for \$2.35 and \$2.75. Of these latter fish there were four trips in ranging from 6000 to 22,000 pounds, sch. Marguerite Haskins having the latter amount. The pollockers that strike any fish at all are certainly making big money this season.

For the week ending Thursday night, 111 fares of fresh fish aggregating 956,600 pounds of fresh fish were landed at T wharf against 134 fares aggregating 1,501,700 pounds for the corresponding week last year.

Boston Arrivals.

The fares and prices in detail are:

Sch. George Parker, 15,000 haddock, 30,000 cod, 7000 hake.

Sch. Cynthia, 40,000 haddock, 13,000 cod, 9000 hake.

Sch. Arabia, 22,000 haddock, 22,000 cod, 10,000 hake.

Sch. Morning Star, 40,000 haddock, 25,000 cod, 10,000 hake.

Sch. Lucania, 35,000 haddock, 30,000 cod, 15,000 hake.

Sch. Olive F. Hutchins, 5000 haddock, 3000 cod, 2000 hake, 4000 cusk.

Sch. Stranger, 4000 haddock, 1500 cod, 500 hake.

Sch. Good Luck, 14,000 pollock.

Sch. Flavilla, 3000 haddock, 1000 cod, 6000 hake.

Sch. Mattakesett, 3200 haddock, 1200 cod, 3000 hake.

Sch. Warren M. Goodspeed, 8000 haddock, 1500 cod, 3000 hake.

Sch. Manomet, 10,000 haddock, 1000 cod, 1000 hake.

Sch. James and Esther, 15,000 pollock.

Sch. Walter P. Goulart, 5000 haddock, 500 cod, 300 hake.

Sch. Elizabeth W. Nunan, 7000 haddock, 3000 cod, 2000 hake, 7000 cusk.

Steamer Spray, 40,000 haddock, 300 cod.

Sch. Matthew S. Greer, 3500 haddock, 1000 cod, 2500 hake.

Sch. Harriet, 7000 haddock, 900 cod, 4000 hake.

Sch. Maud F. Silva, 4000 haddock,

4000 cod, 5000 hake.
Sch. Gladys and Nellie, 7000 haddock, 8000 cod, 5000 hake.
Sch. Evelyn L. Thompson, 4000 haddock, 3000 cod, 4000 hake, 1000 cusk.
Sch. Athena.
Sch. Mabel Bryson, 6000 pollock.
Sch. Marguerite Haskins, 22,000 pollock.
Sch. Metamora, 18,000 haddock, 5000 cod, 4000 hake.
Haddock, \$3.65 to \$4.50 per cwt.; large cod, \$4.50 to \$6; market cod, \$3.50 to \$4; hake, \$3 to \$5; cusk, \$2.25 to \$2.50; pollock, \$2.35 to \$2.75.

Fishing Fleet Movements.

Sch. Slade Gorton was at Canso, N. S. Friday.

Sch. Esperanto was at Louisburg, C. B. Friday with 25,000 pounds of fresh fish on board.

Mackerel Imports.

The imports of salt mackerel at Boston thus far this season have been 26,688 barrels against 22,588 barrels in 1909, 38,307 barrels in 1908, 18,842 barrels in 1907, 34,168 barrels in 1906, and 34,939 barrels in 1905, to date.

Gone to Bay of Islands.

Capt. Carl C. Young left today for Bay of Islands, N. F., where he will superintend the loading of his sch. Dauntless with a cargo of herring.

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Bound Home From Bay of Islands.

Sch. Lottie G. Merchant is on the way home from Bay of Islands, N. F., with a cargo of salt herring.

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Caught Shark and Lobster.

Sch. Gladys and Nellie, which arrived at Boston this morning, has on board a large shark which she captured on Jeffries bank Saturday.

Sch. Cynthia, one of the off-shore fleet, which is also at T wharf this morning, has a mammoth lobster which two of her crew caught on their trawls a few days ago.

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ST. PIERRE BANK FISHERY.

Results Not So Remunerative as in Former Years.

The bank fishery at St. Pierre for the season just closed is not as good as last year. The results of the third trip were not very favorable. During August squid baiting was very scarce on all the banks, and also continual bad weather during the month of September made matters worse, constituting a large drawback towards a good ending of the season which had started very fairly. The 48 schooners composing the fishing fleet this year gave an average catch of 2,396 quintals at 18 francs per quintal, whereas in 1909 a smaller fleet of 43 vessels landed 2,951 quintals at 19 francs per quintal.

Five vessels were lost this year during the fishing season, but it appears that the metropolitan vessels shall be added to next year's fleet, and also four new vessels which have been purchased by several merchants in St. Pierre so that next year's fleet shall be a little superior to last.

The shore fishery turned out very badly, and the weather has been so very wet that the fishermen could not manage to dry their catches. Dry fish was worth about 29 francs a quintal and kept steady at that price.

STORM WAVES FULL OF FISH.

Enough to Furnish Tables Thrown on Deck of Ocean Liner.

A despatch from New York says that the American liner Philadelphia shipped several boiling crests when a storm she encountered at sea was doing its worst, and every crest was full of fish. The promenade deck was like an aquarium, and the stewards ran out with pans and scooped enough to supply the tables. Nobody seemed to know what the fish were except that they were about the size of smelt and were good fried.

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Canadian Vessels Loading Herring.

The Lunenburg sch. Earl V. S., sailed from her home port Friday, bound for Bay of Islands, N. F., for a cargo of frozen herring.

The British sch. Francis Willard is at Sandy Point, Bay of St. George, N. F., loading salt herring for Halifax.

FIND FISHING SPOTS BY SOUNDING.

Skippers Can Tell Locality by What Comes Up on the Lead.

The Boston Sunday Herald recently published an article on how expert the skippers of fishing vessels are in locating fishing grounds, telling just where they are in thick weather, making an accurate run even in a dense fog, to some particular spot or back safely into port with a fare, in the face of a blinding snow-storm and 60-mile an hour gale—all without accident or mishap, because they go by the wordless yet eloquent story which the bottom of the sea tells them through the buttered lip of the sounding lead. The writer says:

"Butter comes to his aid when science of the highest order as applied to navigation would be futile. The greasy heeling in his sounding lead brings up gravel, coarse or fine sand, mud or clay. The appearance of this tribute from the bottom, or maybe its odor, tells the story of position. Fishing skippers are so intimately acquainted with the configuration of the ocean bed, its characteristics at different depths, that they frequently take a vessel 1000 miles to the Grand Banks of Newfoundland, remain on the ground a week or more and come back to T wharf without even unrolling a chart or getting a sight at the sun. And there are so many instances where schooners have started for the Grand Banks in fog and with an easterly wind that compelled tacking the entire distance, with fog impenetrably dense while fishing and remaining so until the vessel took her departure for home, such performances are worthy but scant comment among crews and owners. The sextant is carried by nearly all the skippers out of Boston, but it is allowed to accumulate green rust and seldom is limbered out of its mahogany case.

Picked Out Spot Where He Fished on the Chart.

"At T wharf the other day, skippers were discussing the absence of fish from a certain locality in South channel, as the water between Georges and Nantucket is termed. One of the skippers produced a chart of the locality and with a toothpick touched the apex of a letter A in one of the descriptive words that appeared in a mass of figures denoting soundings on the southeast end of Georges, explaining he had fished at that exact place with fairly good results—and his fellow fishermen believed every word he said.

"Think of it! That skipper had taken a schooner by dead reckoning from Boston light to Highland light on Cape Cod, a distance of approximately 40 miles, then bent his course down past Cape Cod, a distance of 70 miles, far from land, and luffed after a passage on end almost the entire distance, over a spot beneath the apex of a tiny letter engraved on a chart. He had performed this feat entirely by use of the log, the sounding lead and exercise of horse sense that told him how much to forelay for currents coursing three or four miles an hour, and to estimate the leeway of the vessel as she worked by short and long legs to that particular pin point, printed over a depth, as shown by the chart, of, say, 30 fathoms.

"That's shaving the art of getting somewhere pretty close, and the professional navigator of a different and perhaps more aristocratic school might find himself up against difficulties, say fishermen, should he undertake to duplicate the performance.

"Not long ago a schooner headed out of Boston for Brown's bank, 200 miles to the eastward. The wind was strong from the east, and observation was blotted out by fog. The skipper intended to fish in 30 fathoms over a peculiar bottom that had yielded good results on previous trips. Two days later the schooner was on the sounding she had been aimed for and was jogged two days while her dories worked the trawls. A heavy gale now set in and for 24 hours the schooner was hove to under short sail. The skipper estimated her drift to be something like three miles an hour and in the direction of Cashes Bank, where good fishing is generally found on a section of the shoal known as the 'prong.' This clear-headed skipper figured that the gale would drive the vessel to the prong in about 24 hours.

At the expiration of that time the skipper buttered his lead and got a sounding which placed him over the exact locality. Holding the position till the gale moderated, the schooner then sent out her dories and made a fine catch. She was then headed for Boston, and without standing in toward the coast to get a departure romped back to port with vapor hiding the sea most of the distance.

Skipper Kept Within Sight of Vessel in Thick Fog.

"Not long ago a fishing schooner, in South channel was bothered by fog which rendered it impossible to keep track of the dories. The skipper accordingly anchored an unoccupied dory and planned to maintain his position in the swift tideway by keeping the boat in sight. His attention was distracted for a moment and the dory was blotted out. The vessel was jogged about the locality, her skipper endeavoring to keep close to the now invisible dory. The fog did not scale up for eight hours, during which time the schooner was under sail in a strong breeze. When it did clear, however, the dory was sighted not a dory berth away from the vessel. This performance may be regarded as one of the most clever feats of jockeying recorded at T wharf.

"Schooners may be several hundred miles from Boston light when a stinging blizzard sets in. Observation is completely blotted out, but the skipper if he chances to have a hold full of fish shapes a course for Boston light. As the vessel approaches the land, as told by readings of the log, soundings are taken. Ten to one the schooner will be no wider from her mark than Minots to the west or the lightship to the east, and the entrance to the Narrows is undertaken by the aid of the whistle on Boston light. Threading the channel in swirling snow, driven by a 60-mile gale, is no easy matter for there are many bends and obstructions. A man, possibly the skipper, crawls out to the end of the bowsprit to con the helmsman. Bug light is picked up, then Gallup's island and Nix's mate. From the end of Long Island, it is plain sailing till the end of T wharf looms into view. For sail lugging and keeping out of trouble these resourceful fishermen certainly deserve a niche in the mariner's hall of fame."

Dec. 13.

Captured Monster King Snapper.

A monster fish known as a king snapper was brought to Galveston, Texas, from the Campeche banks by the fishing schooner E. F. Williams. The fish on being weighed tipped the beam at 63 pounds, being the second largest red snapper ever brought to Galveston, the one holding the record being brought in by the schooner Good Hope about a year ago and weighing two pounds more than did the one brought in by the Williams. These monster snappers are seldom caught and but very few are recorded among the fishermen. The age of the fish cannot be estimated the only difference in appearance from the regular run of snapper being that the red color is darker and there was that venerable appearance about him which indicated that he had been an inhabitant of the seas for many years. The head of the big fish has been carefully preserved and will be mounted by a local taxidermist to add to the collection of fish that can be caught around Galveston waters.

Dec. 12.

Salt Cod Coming from Newfoundland.

The British schs. Emulator and Excelsa have loaded cargoes of salt cod at southern Newfoundland ports, for the Gorton-Pew Fisheries Company and now are on the passage here.

Imported Codfish from Newfoundland.

The imports of salt codfish from Newfoundland to the United States this year up to December 7 aggregated 8693 quintals, against 14,172 quintals for a similar period last year.

FEWER ARRIVALS SEND UP PRICE.

BOSTON FISH DEALERS EXPECT LARGE FLEET AT T WHARF TOMORROW MORNING.

The market at T wharf this morning is higher and stronger than the Monday opening, the arrivals being less and the good demand continuing in evidence. Fifteen crafts are in, including the steam trawler Foam with 42,000 pounds of haddock. Three other crafts are also in from off-shore with medium sized trips and six of the pollock fleet have small catches.

The four or five market boats at the wharf have pretty good catches as a whole, sch. Aspinet, with 22,000 pounds being high boat. With a good fish day today for the market boats and some of the eastern big fellows due to come along, tomorrow's list of arrivals should be a large one.

Haddock this morning sold for \$4 to \$4.75 and large cod from \$5 to \$6.10. Hake went from \$2.85 to \$4.50 and pollock were up to \$2.85 and \$3.

Boston Arrivals.

The fares and prices in detail are:

Sch. Robert and Arthur, 11,000 haddock, 1200 cod, 4000 hake, 4000 cusk.
Steamer Foam, 42,000 haddock, 500 cod.
Sch. Lizzie M. Stanley, 14,000 haddock, 13,000 cod, 7000 hake, 3000 cusk.
Sch. Eugenia, 17,000 haddock, 6000 cod, 3000 hake, 5000 cusk.
Sch. Thomas J. Carroll, 8000 haddock, 1400 cod, 2500 hake.
Sch. Aspinet, 10,000 haddock, 4000 cod, 3500 hake, 4000 pollock.
Sch. Matian, 5500 haddock, 3500 cod, 4000 hake, 2500 cusk.
Sch. Ida S. Brooks, 7000 haddock, 1000 cod, 300 hake.
Sch. Rita A. Victor, 1000 haddock, 700 cod, 1700 pollock.
Sch. Valentina, 10,000 pollock.
Sch. Volant, 7000 pollock.
Sch. Viking, 1000 pollock.
Sch. Jubilee, 5000 pollock.
Sch. Lafayette, 7500 pollock.
Sch. Georgiana, 5000 pollock.
Haddock, \$4 to \$4.75 per cwt.; large cod, \$5 to \$6.10; market cod, \$3 to \$4; hake, \$2.85 to \$4.50; cusk, \$2.45; pollock, \$2.85 to \$3.

Scallops Leave Buzzard's Bay.

The elusive scallop has again left the shoals of Buzzard's Bay and fishermen have given up the search in despair. On the western shore of the bay big beds have been located, but on the eastern side none are to be found, and the boats have been hauled up for the season.

In some of the lower cape towns the fishermen have been making big hauls, and with the prevailing high prices they expect to make plenty of money.

Along the shores of Vineyard sound, near Hyannis, the scallops are believed to have bedded in great numbers, and as soon as the beds in shore have been gone over the fishermen plan a campaign to attack those lying on the shoals in deeper water.

Everywhere along the coast of Cape Cod, where the scallops have been found, the fishermen are hustling to clean up the beds in shore before the ice forms as thick in the shoal waters there and kill the bivalves.

Off the south shore of Cape Cod, between Hyannis and Chatham, scallops are found in great numbers and that will be the center of the industry this season, and between flounder dredging and scalloping all the fishermen along the coast there are looking forward to a big and prosperous year.

Portland Fish Notes.

The Portland fishing schooner Mary E. Sennett went on the marine railways yesterday to have some repairs made to her keel, which was splintered some when the vessel struck a ledge last week to the eastward of Rockland. Capt. Orchard, her skipper, was well acquainted with the locality, but this time he sailed too near the buoy marking the ledge and it being a very low tide the keel touched. The schooner will also be furnished with a new suit of sails this week.

Sch. Edmund F. Black brought in 18,000 pounds of fresh fish Sunday.

Another fishing schooner to arrive Sunday was the Marjie Turner, which came in from Gloucester, where she has been engaged in pollocking for several weeks. She will now fit out for the Newfoundland coast, where she will take on a full load of salt cod for Portland parties.